

APPALLING LOSS BY FIRE

Hundreds of People Burned, Drowned or Seriously Injured at Hoboken, N. J.

Steamships, Small Boats, Piers, Warehouses, Freight and Other Property Valued at About Ten Million Dollars Destroyed.

THREE TRANSATLANTIC LINERS BURNED

The Bremen, Saale and Main Charred Hulks, and the Phoenicia Badly Damaged.

North German Lloyd Steamship Company the Greatest Sufferer—Many Persons Cremated on the Vessels—Hospitals Full of Injured.

NEW YORK, June 30.—Almost ten million dollars' worth of property was destroyed, many lives were lost, many persons were injured and at least 1,500 lives were imperiled by a fire that started among cotton bales under Pier 3 of the North German Lloyd Steamship Company in Hoboken, N. J., at 4 o'clock this afternoon. In less than fifteen minutes the flames covered an area a quarter of a mile long, extending outward from the shore line to the bulkheads, from 600 to 1,000 feet away, and had caught three great ocean liners and a dozen or more smaller harbor craft in its grasp. The steamships were the Saale, Main and Bremen.

Stories in regard to the loss of life are conflicting, the number being variously estimated at from fifty to 200. Up to midnight ten bodies had been recovered, but they were all so burned and blackened that identification was impossible. The hospitals in New York, Hoboken and Jersey City are crowded with the injured, and men are being brought in by scores.

Those who gathered along the shores of the Hudson river to witness the conflagration saw a spectacle they will never forget, and that will have a conspicuous place in the history of New York. The river and bay were enveloped in a pall of black smoke through which angry flames, bursting as from volcanoes on the Jersey shore and in the water itself, leaped like red spheres into the sky. The surface of the water was covered with floating and blazing masses of freight, thrown in haste from the doomed vessels—all unnoticed in the mad race to rescue more precious human life threatened or being sacrificed in the great ships. And through the pall of smoke a great crimson sun, enlarged to thrice its size by the haze, glared like an enormous eye as it slowly sank in the West.

PYROTECHNIC, BUT TRAGIC.

Such was the tremendous spectacle presented on the surface of the Hudson river as if it had been some holiday pageant. It was made tragic by the realization that somewhere in that smoke, somewhere beneath the turbid waters, scores of lives had been lost, or were then in their last desperate struggle against death. This spectacle was witnessed by thousands and thousands from both shores and by other thousands, who crowded upon every ferry boat, every excursion boat, upon every variety of river craft that could be secured for the purpose. The crowd upon the banks of the river was almost as great as that which formed to witness the triumphant return of Admiral Dewey.

Looking up the river toward the burning ships and piers the scene was wonderful, yet tragic in its grandeur. The steamship Saale had been towed down the river until it was just off Fort Liberty, where she had gathered about her a ring of fire boats and tugs, all fighting to save at least the hull of the doomed steamer. Flames still were leaping from her portholes and rushing out of her cabins and holds. At varying distances along the burning ship lay coal and cotton bales, each ablaze, each with one or more tugs playing streams of water upon it. Some of these barges and lighters were loaded with very inflammable stuff, and from them the flames leaped high in the air, while the heat was so terrific that it was not possible to use effectively the small hose of the tugs. So one by one these altars of fire slowly consumed, most of them burning down to the water's edge. Along the Jersey shore small fires were blazing, started by the wreckage from the great steamships.

SCENES ON THE RIVER.

Over on this side of the river the fire caused the greatest excitement, as the drifting steamships and barges floated all aflame to the New York shore and brushed against the piers from Canal to Murray

streets. The fire department was called out at various points along the threatened section and the spectacle was presented of the firemen on shore trying to fight fire at every minute changing their situation. For hours the river was crowded with small boats hastening to the scene of disaster or already taking part in the rescue of the hundreds who had leaped into the river when seized by the terror of the flames. These boats were paddled here and there, but soon their occupants had nothing to do but to watch the mad sweep of the flames. Those who had plunged into the water had been rescued or had gone to the bottom.

There were hundreds of men on each of the destroyed steamships, and a few women. Crowds of dock laborers and also employees of the companies were on all the piers. Men, women and children were on the canal boats and men on the barges and lighters, and when the fire made its quick descent upon them escape was cut off before they realized their awful position. The people on the piers jumped into the water to save themselves and scores of them huddled under the piers, clinging to the supports only to be suffocated by the flames or to drop back into the water from exhaustion.

BODIES BURNED TO ASHES.

Men working in the holds of the steamships were shut in by walls of flame and it was impossible to reach them. It probably never will be known how many perished in the ships, as the flames were so fierce they would leave but few, if any, remnants of the human body.

The greatest loss of life appeared to have been on the Saale. She carried 400 people and was to have sailed for Boston this afternoon. When the police boat captain went aboard of her with his rescue party he saw bodies lying all about the deck. The steamship Bremen carried a crew of 300 men, the Main 250, and if as many lives were lost on the Bremen and Main as on the Saale the number of lives lost will be very great. Then also many perished on piers, the canal boats and the lighters.

The burning or smoldering remains of canal boats, lighters and barges are scattered all the way down the river and bay to Staten Island and Governor's Island. Each of these craft will add something to the list of the dead.

The loss to the North German Lloyd dock alone is placed at \$2,000,000. The value of the great quantities of cotton, oil and various other merchandise on the docks has not been estimated at this time. The total loss to the North German Lloyd Steamship Company will probably come close to \$5,000,000, as the Bremen, the Main and the Saale were almost totally destroyed. The Kaiser Wilhelm was somewhat damaged. The five storehouses of the Campbell Company were greatly damaged, the loss on one building alone being placed at \$1,500,000. It was first reported that the Hamburg-American line steamer Phoenicia had been destroyed, but it was learned later that she escaped. She is, however, badly damaged.

The Thingwall pier was burned and the dock of the Hamburg-American line suffered greatly. A number of small buildings in Hoboken were destroyed along the wharfs, with their contents, but no idea of the value of these can be obtained. The amount of insurance carried cannot be learned.

Dead May Exceed 100.

NEW YORK, July 1.—At 2:30 o'clock this (Sunday) morning the fire is still burning brightly, and, viewed from the New York side, presents a brilliant spectacle. No estimate of the loss of life falls below 100. At bodies on the deck and in the hold of the Saale will probably be recovered by divers at once, but of the dozens who jumped into the North river some will never be found

at all. The steamboatmen lost are nearly all Germans, and many have no friends or relatives in this country. No attempt has yet been made to compile a list of the dead. Up to 2 o'clock this morning twenty-five bodies had been recovered.

DETAILS OF THE FIRE.

Flames Started So Suddenly Many People Were Probably Cut Off.

NEW YORK, June 30.—From what can be learned to-night the flames started among a large pile of cotton bales on Pier 3, of the North German Lloyd Steamship Company, and spread with such remarkable rapidity that in fifteen minutes the entire property of the company, taking in over a third of a mile of water front, and consisting of three great piers, was completely enveloped in a huge blaze that sent great clouds of smoke high into the air. The flames started so suddenly and gained such headway that the people on the piers and on the numerous vessels docked were unable to reach the street. There were great gangs of workmen on the piers, and these, together with a number of people who were at the docks on business and visiting the ships, scattered in all directions. As all means of exit were cut off by the flames they were forced to jump overboard, and it is believed a great number of people were drowned.

At the docks of the North German Lloyd were the Saale, a single screw passenger steamer of 4,955 gross tons; the Bremen, a twin screw passenger and freight of 10,525 tons, and the Main, a twin screw freight and passenger steamer of 10,200 gross tons. They all caught fire and were burned to the water's edge. The Kaiser Wilhelm der Grosse, which had just come in, was the only one of the four big vessels at the dock that escaped. The loss of the crews of these vessels is said to reach 100.

A SMALL STREAK OF FIRE.

The fire was first discovered by a watchman on the pier at 4 o'clock. He saw a small streak of flame shoot from a bale of cotton on pier No. 2, at which was docked the steamer Saale. He immediately sent in an alarm. In a few minutes the flames had extended to the steamship and were communicated to the adjoining pier on the north. Here docked the Kaiser Wilhelm der Grosse and the Main. Tugs were immediately made fast to the big Kaiser Wilhelm der Grosse and she was got out into midstream with safety, although badly scorched at the bows. The steamship Main, however, was doomed, as the flames had already become so fierce on the north side of the pier that no tug could approach the vessel. Then by a shift in the wind, the flames were sent in the direction of pier No. 1, which was to the south of pier No. 2. To the north of pier No. 1 was the dock of the Hamburg-American line, at which the steamship Phoenicia, a twin-screw passenger steamer of 6,701 gross tons, was docked. The flames got a good hold on the Phoenicia, and she was towed out into midstream ablaze.

The fire had by this time become so fierce that the officials of the Hamburg-American line decided that the only way to prevent a total destruction of their property was to blow up the sides of the dock at which the Phoenicia lay, and this was done. A number of barges docked at the pier also took fire, but in the effort to save the other property no attention was paid to them and they were allowed to burn.

LOSS PROBABLY FRIGHTFUL.

It is feared that the loss of life in the hold of the vessels was frightful, as it is said that many of the crews were asleep at the time they were imprisoned there. The worst fate will come from the steamship Main, which was unable to be towed from the pier. The vessel had only arrived this morning and some of the passengers were still on board, and when the cry of fire was raised a number of them were seen to run to the burning decks. Most of them jumped overboard, and, save for the few who were picked up by the tugs, not one has been heard from, although every hotel and hospital in the city is crowded with injured. Some of the passengers of the Main tried to escape to the pier, and it was almost certain that they perished in the flames.

There was a panic on each of the ships. Many persons jumped overboard and the water for some distance along the docks was lined with people. They were clinging to the piers and even to the rudders of the burning vessels. Some were picked up; many were drowned. Peter Quinn, a justice of the peace in Hoboken, tells a story of having seen at least thirty people perish. He said: "I was standing on the end of one of the Hamburg-American line piers and saw about thirty people crowded under pier No. 1 of the North German Lloyd. They were calling to some of the passing tug boats, but their appeals were in vain, and when the flames got near them they dove into the water. There was assistance near them at the time and I believe that every one of them drowned or perished in the flames."

About two hundred people were rescued at the Hamburg-American line pier. They were much overcome from exhaustion, but soon revived with stimulants.

When the fire broke out such headway was gained by the time the Hoboken fire department arrived that they were utterly helpless to cope with the flames. They were further handicapped by having several hundred feet of hose burned. Calls were made for the New York fire department for assistance and five tugs were sent over. These, however, had little effect on the great mountain of flame and smoke.

BIG BUILDINGS ABLAZE.

By 7 o'clock the three piers of the North German Lloyd Steamship Company had been burned to the ground. The southern end of the Campbell Storage Company building, consisting of five five-story structures, caught fire and flames shot from every window from the two floors in but a few minutes. The buildings, being filled mainly with furniture and whiskey, burned rapidly. The firemen were unable to go within fighting distance and the fire had pretty much its own way there. In these buildings great loss will be sustained.

The steamships Saale and Bremen, after being pulled free from the docks, were towed ablaze down the bay and beached off Liberty Island. On the Bremen, as she blazed out in midstream, six men could be seen with their heads out of port holes waving handkerchiefs for assistance. Tugboats and small boats raced around the big steamship making every effort to save the men, but the terrible heat from the flames kept them away.

The saving of the great Kaiser Wilhelm der Grosse was attended with exciting incidents. It seemed as if it would never be possible to get her clear and the fire was spreading so rapidly that it threatened, at almost any moment, to break out on the big ship. The great hawsers, in the confusion, could not be handled well and axes were brought into use to chop them, releasing the vessel. She was towed out into

Crew of the Oregon Saved.

LONDON, July 1.—A special dispatch from Shanghai, dated June 30 (Saturday) says that all on board the United States battleship Oregon, which struck a rock in the Gulf of Pe-Chi-Li, have been saved. There is some chance that the vessel may be refloated.

midstream and then far up the river. Her bows were slightly burned.

Five minutes after the fire broke out a woman jumped from one of the ships in a vain effort to reach the water. The flames drove her from the ship and she plunged heedlessly in the direction in which it seemed that safety lay. She leaped into a burning lighter alongside the ship, and when an officer on board the ship, who still stood by the doomed vessel, saw her, and realized what would be her fate he plunged down after her, hoping to drag her out of the burning lighter into the water. He followed her within a couple of seconds and both went down into the flames in the lighter and perished.

THE WIND SHIFTED.

The rapid spread of the flames is accounted for by the shifting of the wind. When the fire first broke out the wind was blowing strongly from the south. This drove the flames across to the pier, above the one in which it started. Within a few moments the wind shifted almost directly to the opposite point. Under the great pavilion on the land end the flames were soon in absolute control. Had not dynamite been used to destroy the Hamburg pier, the flames might have gone on. All fire boats and tugs in the harbor would not have stopped them.

The flames in the cotton kept the fire at an intense heat, and the firemen suffered greatly. Again and again it seemed as if they must abandon the fight. The vantage points at which they could attack the flames were few, and their efforts were necessarily hampered. Some of the firemen of hook and ladder truck No. 2, of Jersey City, had a narrow escape. They had got out as fast as they could on the pier to the south of the blazing docks and were endeavoring to recover bodies of persons who might have got under it. There was a burst of flame from the pier adjoining which for a time threatened to cut off the men and set fire to the pier. The men dropped into the water and clung to the piers for a few moments, and then a shift of the wind drove the flames back and they were able to retreat.

The smoke which poured out of the flames and ascended high into the air blew almost directly eastward and maintained its column for a distance of about seventy miles, as it was seen clearly at Babylon, L. I.

HOW ONE LIFE WAS SAVED.

One man in the hospital, badly burned about the hands and face, said he was rescued by another man more severely burned than himself. He said he was helpless in the water when the other threw an arm about him and buoyed him up. The other's face was fearfully burned and the other arm was useless, but he treaded water and said that he thought that they floated down the river and a tug went to their rescue. The man who told the story said he fainted after being rescued, and did not know if his rescuer had also been taken out of the water.

An idea of the intensity of the heat was given by the fact the steamship firemen, men who are used to working in the fire room of a vessel supposed to be the hottest place where any human being works, fell back from the work of fighting the flames, overcome by the heat.

Some of these men went into the water and were rescued, and slightly injured, say that when others who were caught between the fire and water saw death coming they went insane. Men babbling of home and friends during the few brief moments that they and the others faced death. The fear of the furnace which lay between them and the land bereft them of their senses. There were acts of cowardice as well as heroism. Men clung to others and refused to let go, even though the act meant death to both. One of the survivors said that he saw a man who clung to him frantically and refused to let go. The man, who was later saved, had to beat his companion into insensibility before he could loosen his hold and plunge into the water.

The loss of their hose crippled the Hoboken firemen. When they reached the fire at first they set out to confine it to the pier on which it started. They got their lines out on the two adjoining, and even ran their apparatus out to pump from the river. When the flames spread, the hose on the piers was lost. Some of the apparatus was lost, and as it was one hose cart and its horse was lost. Later Jersey City stripped itself of all the hose possible and sent it to the Hoboken firemen in a wagon for use. With this streams were later got on the fire, but it was then under control, having burned itself out.

DUST CAUSED RAPID SPREAD.

The rapid spread of the flames after they started in the cotton is largely ascribed to the dust with which the pier sheds and rotunda was covered. The dust arising from the many different articles, such as cotton, wool, and other materials, and the beams and in every crevice. It is said to burn almost as rapidly as tinder and it is believed it was this which caused the first awful rush of fire which engulfed the whole land end of the dock property. It carried the flames to every portion of the buildings in an instant and then the great heat which developed made the work of destruction rapid.

The destruction of the docks will be a severe loss to the steamship company, as it had only just finished repairing, enlarging and improving its facilities. All the hospitals in Hoboken and this city are crowded with the victims of the fire. There are scores of men burned so badly that little hope is entertained for their recovery. Hudson-street Hospital has every patient that it can possibly take care of, as has also Bellevue, St. Vincent's and many of the hospitals further up town. There were over two hundred persons taken to the hospitals up to 10 o'clock to-night and sufferers were still coming in by the score. All kinds of vehicles were brought into requisition—ambulances, Saloons, stores, many other buildings that happened to be open along the river front or Hoboken were turned into hospitals temporarily.

The smoke from the burning North German Lloyd pier caused much excitement along the North river front in this city and millions of dollars' worth of property was threatened with destruction from drifting steamships and barges, which floated all aflame toward the New York shore and brushed against some of the piers. The fire department was called out at various points along the threatened section.

(CONTINUED ON FOURTH PAGE.)

SAFE IN PEKING

FOREIGN MINISTERS NOW BELIEVED TO BE ALIVE AND WELL.

Official and Diplomatic Circles of Opinion That China Would Not Dare Permit Them to Be Harmed.

EDICT ISSUED ON THE 19TH INST.

GIVING THE MINISTERS TWENTY-FOUR HOURS TO LEAVE CITY.

This Order They Refused to Obey, According to Dispatches from Admiral Kempf and Others.

NOT HARMED UP TO JUNE 25

ADVISED RECEIVED BY AMBASSADOR CHOATE TO THAT EFFECT.

Cabinet Council Held Yesterday, at Which It Was Determined to Push a Relief Force to Peking.

KEMPF'S POLICY APPROVED

SIX AMERICANS KILLED AND 38 WOUNDED UP TO DATE.

Natives of Shan-Tung Province in Arms Against Foreigners—Young Mr. Denby Safe.

Special to the Indianapolis Journal.

WASHINGTON, June 30.—In the absence of definite information to the contrary, the opinion continues to prevail in official and diplomatic circles here that the American and European ministers at Peking are safe. The common belief is that neither the imperial government nor the leaders of the Boxers would permit harm to come to the official representatives of foreign governments. This confidence may be misplaced, but it prevails at this time. The President is now at Canton, but he is in direct and constant communication with Washington by telegraph and telephone and can direct affairs as well from there as though he were here.

The Navy Department, in the course of the day, received the following cablegram from Admiral Kempf, dated Che-Foo, June 30: "Ministers at Peking were given twenty-four hours to leave on the 19th. They refused and are still there. The Peking relief force got half way. They were attacked by imperial troops on the 18th. McCalla was in command. Four were killed and twenty-five wounded. McCalla and Ensign Tausig wounded, not seriously. Not over 14,000 troops ashore. Commander Wise commands at Tong-Ku, in charge of transportation, rail and river. The combination nationalities find it necessary to make use of some civilians to operate railway."

FROM CONSUL RAGSDALE.

The following cablegram has been received from United States Consul Ragdale at Tien-Tsin, dated the 27th inst., being the first communication received from that officer in nearly two weeks: "Siege of Tien-Tsin raised. Troops sent for the relief of the legations returned in vain, fighting seven separate battles. American loss six killed, thirty-eight wounded. On the 19th the ministers were given twenty-four hours to leave Peking. Refused. Still there."

A cablegram received at the State Department to-day from Ambassador Choate at London states that the foreign ministers were safe at Peking on the 25th inst. The Chinese minister here, Mr. Wu, has private advice to the same effect, which he has brought to the attention of the State Department.

Assurances coming from separate sources that the ministers were safe bodily, at least, up to five days ago, seem to remove all doubt on that point, while the agreement of the dispatches from Admiral Kempf and United States Consul Ragdale at Tien-Tsin and Minister Wu's advice to the effect that the ministers are still in Peking would seem to afford a solid basis for the acceptance of that statement. None of the recipients of these dispatches has any knowledge as to how the news comes from Peking to warrant the statement that the ministers are there at present. It is, however, easy to suppose that that accurate news of the changes in Peking of five days ago might have been received by some trusted messenger.

THE CABINET MEETING.

Although Ill. Secretary Hay came over to his office at noon, being the senior Cabinet officer in town. In the President's absence he sent immediately for the secretary of war and the secretary of the navy. These officials responded at once, and a Cabinet council was held in Secretary Hay's office. The Chinese situation was the subject of discussion.

The news of the day, important though it is, has not changed the policy of the government towards China. There is nothing to show that the imperial government is responsible to a degree warranting the declaration of a state of war. Therefore the plan is to push forward in the effort to bring away the foreign ministers, doing this side by side with the other powers, and leaving all other questions for future determination. If the Chinese government ordered the attacks on our forces, then they have declared war, and if that fact shall be established, the government will act accordingly. On the other hand, if the Chinese government was not directly a party to the uprising, then it has demonstrated its incapacity and must reckon with the United States government hereafter for the heavy injuries inflicted upon its citizens and its interests. Meanwhile, as our naval commanders in China appear to be taking a proper course, they will be left unhampered by further instructions at this juncture and will not even be re-informed, unless they request it. The above were the conclusions reached at the Cabinet council to-day. It was not even re-

garded as necessary to advise by wire with the President, the Cabinet officers knowing that he is in possession of the official cablegrams, and so is in position to advise change of course if he sees fit. There is still no war with China.

WILL TRY TO REACH CONGER.

Although no less than four accounts have come to the State and Navy departments respecting the condition of the foreign ministers, not one of the messages gives the slightest intimation of the reason why the ministers failed to leave the Chinese capital when given a day's time in which to do so. One assumption is that the ministers declined because they would have gone out of Peking to certain massacre by hordes of Boxers outside. Another is that they declined to leave until the other foreigners were safely removed, something beyond the capacity or inclination of the Tsung Li Yamen to accomplish. But in the absence of the facts, the government to-day determined to proceed on the line already laid down, namely, that the ministers are in Peking in need of help. The Navy and War departments will continue the plans set on foot for the dispatch to Peking of an expedition to bring away the ministers. The Cabinet council to-day decided this point, and did so with all of the official dispatches before them, as well as with a knowledge of the contents of the press cablegrams from China in their possession. The decision amounts to a practical declaration that as yet there is nothing official that will warrant the assumption that the Chinese government itself directed the uprising and attack. Secretary Hay gave his personal attention to the situation. He is still hopeful that there will be found a satisfactory and honorable outcome of the peril of the present difficulties. Apparently the Chinese minister holds to the same belief, and this with his personal knowledge of the actual sentiments of the Tsung Li Yamen.

KEMPF'S COURSE PRUDENT.

It may be noted that Admiral Kempf's prudent course, as set out in the news dispatches and in the absence of official statements, meets the unqualified approval of the administration. Fortunately the wreck of the Oregon does not seriously affect the military plans respecting China. She was ordered to Taku before the forts fell, and for the duty that remains to her an ordinary cruiser will do as well.

General MacArthur notified the War Department to-day that the transport Sherman from San Francisco arrived at Manila on the 20th inst. This news is very gratifying to the officials of the War Department, as it tends to solve the problem of the transportation of troops from Manila to China in case it becomes necessary to send additional reinforcements to that country. It is stated at the quarter-master general's office that there are now at Manila facilities for the transportation of 4,500 troops with no greater delay than is necessary in their embarkation. The transports available are the Warren and the Sherman, both of which are troopships of the largest size; the transports Pennsylvania and Indiana, the freightships Westminster and Wynefeld and the animal ship Port Stevens. The Wynefeld is a powerful craft and is capable of transporting a full battery of artillery.

SHAN-TUNG PROVINCE ABLAZE. Natives Up in Arms—Col. Denby's Son Reported to Be Safe.

LONDON, June 30.—A special from Shanghai says that the railway between Tien-Tsin and Taku is now in working order.

A telegram from Che-Foo, dated yesterday (Friday), reports that a Japanese steamer has arrived with a number of women and children from New-Chang, which is now defended by Russians and Japanese.

Shan-Tung province is now up in arms, according to special dispatches from Shanghai, and the rebels are destroying the missions. The foreigners are escaping by means of an escort from the governor. Boxer placards have been posted at Kaiding, a city a day's march from Shanghai, fixing Sunday as a day for massacre of the foreigners and the burning of the missions. The consul has detained a steamer which will take away the foreigners.

Young Mr. Denby, son of the late United States minister to China, Col. Charles Denby, has been reported from Shanghai as being safe.

According to Chinese advice the German coal mines at Chow-Fu, in Shan-Tung, have been set on fire. The Germans, according to the report, are awaiting a cavalry escort which is expected to relieve them.

KEMPF'S ATTITUDE AT TAKU.

He Opposed Attacking Chinese Until They Began Hostilities.

[Copyright, 1900, by the Associated Press.] TAKU, June 27.—Admiral Kempf opposed the policy of attacking the Chinese army until it began hostilities. It is now admitted that the powers attacking the forts turned the Chinese into allies with the Boxers. Americans think this might have been avoided. Admiral Kempf has held aloof from hostilities beyond movements necessary to rescue Americans.

The forces ashore now number 15,000, of which 3,200 are British, 1,900 Germans, 4,000 Russians, 3,600 Japanese and the remainder American, French, Italian and Austrian.

Yesterday the English torpedo boat Fame visited the fort at New City, twelve miles up the river. It was found deserted and was blown up.

Lieutenant Jayne, of the Newark, trying to reach Tien-Tsin by boat at the time of the storming of Tien-Tsin, had a fierce fight with the Chinese. Major Waller's battalion of 120 marines, with Commander Craddock's British naval brigade, numbering 500, were camped on June 22 off the mouth of the river, where the railroad had been destroyed. At daylight on the morning of the 23d Major Waller and two companies of British marched on Tien-Tsin. The remainder of the British and 300 Welsh Fusiliers supporting went up the river bank. Another column, consisting chiefly of Russians and Germans, took up the route chosen by Waller. They were repulsed, however.

On June 21 the Russians became engaged in a conflict with the Chinese. Major Waller reinforced them and then rejoined the British, the Military College being attacked. The Chinese exploded a mine under the marines, merely bruising a few of the men. While crossing to a heavy flanking fire and Private John Hunter was killed and Sergeant Taylor and Corporal Pedrick were wounded. Of the English two were killed and three wounded.

The English and American forces carried the village outside of the walled city at (CONTINUED ON SECOND PAGE.)

SIXTEEN TO ONE

QUESTION ON WHICH DEMOCRATS ARE SERIOUSLY DIVIDED.

Point at Issue Is Whether to Merely Reaffirm the Chicago Platform or Make a New Silver Plank.

BRYAN HAS ISSUED HIS FIAT

HE INSISTS THAT 16 TO 1 MUST BE SPECIFICALLY DECLARED.

While Some of His Supporters Would Attempt to Hide the Ratio Under a Simple Reaffirmation.

A HAIR-SPLITTING CONTEST

THAT PROMISES TO DEVELOP INTO AN INTERESTING SITUATION.

Towne, Shively and Sulzer, Three Vice Presidential Possibilities, Now at Kansas City.

INDIANIAN NOT A CANDIDATE

BUT, LIKE MR. BARKIS, HE IS UNDOUBTEDLY WILLING.

Boomed by Delegates from His Own State—Interviews with Prominent Democrats—Bryan's Visitors.

KANSAS CITY, Mo., June 30.—There is a constant bang-bang of hammers, rasping of saws, shouting of orders and rushing of feet, day and night at the big hall where the Democratic national convention is to be held. As fast as one portion of the structure is finished, the decorators pounce upon it, and with bolts of bunting, flags and pictures of Democratic leaders, set in the national coat of arms, cover up the wall and spaces so that the delegates who assemble on the 4th will see all the color and emblems of the holiday, coupled with evidences of a Democratic celebration. Some fears are expressed by new arrivals regarding the possible failure to have the hall ready in time, but the genuine Western push and energy, characteristic of Kansas City, encourages the belief that everything will be ready when Chairman Jones of the national committee calls the convention to order at noon next Wednesday.

The decorations on the outside of the State delegation headquarters are not yet in place save in a few instances and only a building here and there is ornamented with flags, but by Monday there will be a great change in their appearance. As it rains here nearly every day and night at this season decorations would soon be disfigured and they are, therefore, being saved in order that they may be fresh when the delegates come.

About the hotels, however, there is already bric-a-brac and moving throngs of familiar convention faces. A number of old line Democrats who have been going to conventions for years and the young men who belong to the "new Democracy" have arrived and taken up the old hand. Several boomers for vice presidential candidates have come in and are making considerable noise. Delegates are dropping in from different sections and the meeting of the subcommittee on convention arrangements attracted quite a knot of men about the national committee headquarters.

THE SIXTEEN-TO-ONE PLANK.

As on Friday, the most interesting topic and that which gives the Democrats here the most concern is the promised contest over the 16-to-1 plank of the platform. The utterances of men like National Chairman Jones, William J. Stone and other Western and Southern leaders, together with the action of Western and Southern Democratic state conventions in their platforms, would seem to indicate that a simple reaffirmation of the Chicago platform is all that would be necessary. Such action under ordinary circumstances would be apt to be accepted as the probable action of the national convention, but the reports from Lincoln indicate that the 16-to-1 plank is specifically declared if the views of Mr. Bryan are followed. There are so many delegates who desire to carry out the wishes of the coming nominee that the clash between them and those holding different views is likely to be spirited and the result somewhat doubtful. Chairman Jones said the declaration on silver should not vary the breadth of a hair from that contained in the Chicago platform, and he thinks a reaffirmation is sufficient. The breadth of a hair, however, is still too wide for some and they favor splitting the hair, especially if the Chicago platform is to be the test. The extreme silver men insist that "a reaffirmation will be a concession." Gold men and others who have returned to the party say such a concession is sufficient. So the hair that Senator Jones spoke about seems to be wide enough to cause a lively contest when the platform is under consideration.

There are some other features of the platform that may not be agreed upon at once—expansion, the present Chinese situation and the Couer d'Alene riots. But the differences over these can be readily adjusted, as they are either foreordained now or susceptible of manipulation by the platform experts. Three vice presidential possibilities came in to-day—the chairman of the Silver Republican committee, who was named by the Populists for Vice President, Charles A. Towne, Benjamin F. Shively, ex-member of Congress from Indiana, and William Sulzer, member of Congress from New York. The latter arrived late in the evening, after spending a day or two at Lincoln, where he had been conferring with Mr. Bryan. Mr. Towne modestly outlined the reason which prompted him to be a candidate. He declared he was not a candidate while his friends declared that he would be presented by Indiana. No one is yet ready to hazard a prediction that any one of these men will be selected. The arrival of these candidates excited talk and speculation, but neither they nor any one else